superior merchandise of all kinds

EXPECTED TO BE CLOSER THAN EVER THIS YEAR.

Sir Thomas Lipton's Shamrock III. Keyed Up for Attempt to Lift Coveted Trephy-How Others Have Falled-Records of the Reliance and Challenger.

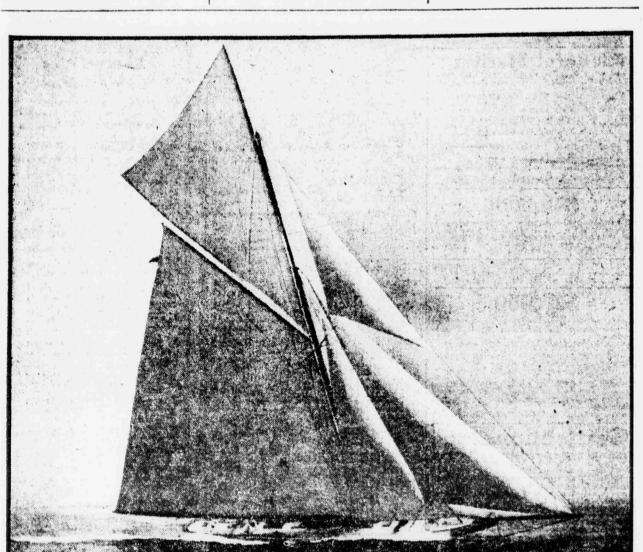
The America's Cup, emblematic of the

THE RACES FOR AMERICA'S CUP country many years ago and was so attracted by its possibilities that he settled here and after making his mark in his profession he went to the other side and brought a wife back with him. He now lives at New London. As a skipper of racing yachts he has few equals in the world. He is skilful with the wheel, resourceful and has plenty of nerve, without which no one can handle one of the modern racing craft.

Capt. Barr in 1887 was a sailor on the Scotch Cup challenger Thistle, which was sailed by his brother, Capt. John Barr. The Thistle did not win and the next time yachting championship of the world, will he figured on a big boat was in 1893. The be raced for this week. It will be the thir- Navahoe was built that year for Royal teenth time that the ownership of the famous | Phelps Carroll and Barr was selected to trophy has been the subject of friendly sail the yacht in English waters. He left dispute between the yachtsmen of this her before the season was over and on his country and challengers who have come return to this country assisted his brother from England, Scotland, Ireland and on the Jubiles, which had been built for Canada. The races this year promise Gen. Paine as a defender. The Vigilant to be of more than ordinary interest because | defeated the Jubilee and other yachts in each of the yachts that are to meet is the her class. In 1895 the Defender was built,

The America's Cup was won by the chooner-yacht America in 1851. It was a 100-guinea prize offered by the Royal Yacht Squadron for yachts of all nations for a race around the Isle of Wight. The race was sailed on Aug. 22 and there were fourteen starters. The America finished eighteen minutes ahead of the Aurora, the second boat. The race was sailed without time allowance, or the Aurora would have been the winner. The America was of 170 tons tonnage and the Aurora 46 tons. The America had been built by George Steers for Commodore John C. Stevens, Hamilton Wilkes, George L. Schuyler, J. Beekman Finlay and Edwin E. Stevens, and some time after the America returned to this country the Cup was deeded to the New York Yacht Club to be a perpetual challenge

James Asbury of the Royal Thames Yacht Club was the first to challenge, and in



THE AMERICA'S CUP DEFENDER RELIANCE.

best that has been produced in the country The challenging club is the Royal Ulster Yacht Club of Belfast, Ireland, and Sir Capt. Barr. In 1839, when the Columbia boats, the New York Yacht Club put a fleet

Thomas Lipton's Shamrock III. is the selwas built to meet the Shamrock I., Capt. Club. This yacht is owned by a syndicate new boat, the Constitution, and was selected of New York Yacht Club members and yacht has demonstrated in the races that | year was selected by Mr. Iselin to sail the | Yacht Club. In addition to the Magic the Constitution or Columbia, the two yachts | the Gioriana and Minerva, and always with | of the Cambria. The race was sailed over that raced against her. The syndicate good success. owning the Reliance is Elbert H. Gary.

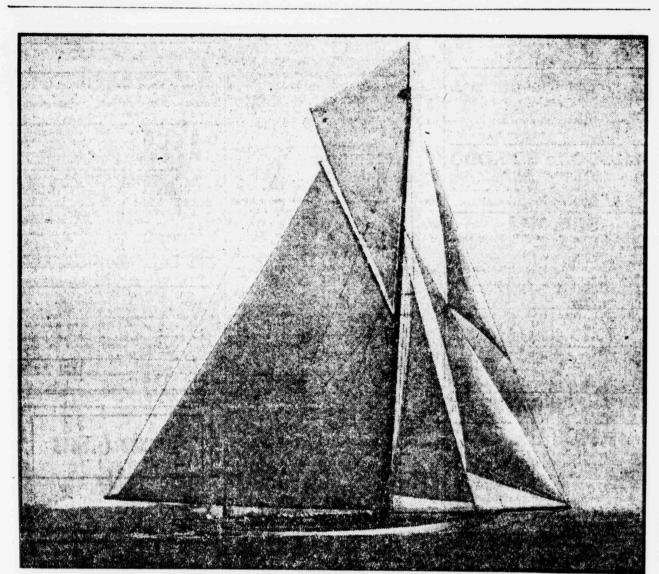
The Reliance was built by the Herreshoff designs by Nat G. Herreshoff, who designed

tion. The defending yacht will be the Re- and in 1901 he was again on the Columbia

William B. Leeds, Clement A. Griscom, England, is the skipper of the challenger, side the Hook and back. Henry Walters, William G. Rockefeller, Shamrock III., and there is no better skipper P. A. B. Widener, James J. Hill, Cornelius on the other side of the Atlantic than Capt. the Livonia. This time a series of races race outside the Hook, twenty miles to Wanderbilt, Norman B. Ream and C. Oliver Wringe. He came here first on the Sham- was arranged and the New York Yacht Club windward and return, was won by the Made-Iselin. Mr. Iselin is the managing owner rock L, but was second then in command agreed to put only one boat against the leine by 27 minutes 14 seconds. to Capt, Hogarth. The next season he challenger. The Columbia, owned by was here to sail the Mineola for Vice-Com- Franklin Osgood, was the first selected and to capture the trophy in 1881. This time Manufacturing Company at Bristol from modore August Beimont, and that yacht the first race was sailed on Oct., 16 over the the challenge came from the Bay of Quinte

and the Vigilant, then owned by Commo- 1870 he brought over the schooner yacht dore George J. Gould, was put in commis- Cambria. As the Cup had been won by the sion as a trial boat and was sailed by America sailing against a fleet of British \$10.00 EXTENS against the Cambria to defend the Cup, and | \$20.00 EXTENS lected representative of the Irish organiza- Barr was chosen to handle the new yacht. the challenger finished tenth. The Magic, \$26.00 EXTENS owned by Franklin Osgood, finished first, liance, representing the New York Yacht and that yacht succeeded in defeating the defeating the Cambria by 39 minutes 12 seconds. The Cambria in this race had to to defend the Cup. Last year he was on allow 9 minutes 28 seconds to the Magic, has been selected by the club because the | board the Mineola, the 70-footer, and this | according to the rules of the New York have been sailed this season that she is new defender. Barr has sailed many other Idler, Silvie, America, Dauntless, Madgie, faster in all conditions of weather than the vachts, including the schooner Colonia, Phantom, Alice and Halcyon finished ahead the course of the New York Yacht Club. Capt. Robert Wringe of Brightlingsea, starting in the upper bay and sailing out-

was the most successful of the 70-footers. Inside course. This race was won by the



SIR THOMAS LIPTON'S CHALLENGER SHAMROCK III.

such fast boats as the Vigilant, Defender and | In 1901 he was in charge of the Shamrock I. | Columbia by 27 minutes 4 seconds. the Navahce, Constitution, Wasp, Gloriana, Mineola, Yankee, Virginia, Rainbow, Altair, Shark, Humma and many others that have all been winners. She is built of steel, and is the largest single sticker ever constructed.

The Shamrock III., the challenger, was designed by William Fife and built by Denny Bros. at Dumbarton. She is built | to the jaws of her gaff. This year he was of nickel steel, and while not as large a boat as the defender of the Cup she spreads and in the tuning-up spins of that boat he 21 seconds over a course twenty miles to an enormous area of canvas.

Capt. Charles Barr is the skipper of the Reliance and this will be the third time | best. No excuses can be made on either that he has sailed the defending yacht in races for the America's Cup. Capt. Barr is a Scotchman by birth, but he came to this

Columbia, each a successful Cup defender; which was used as a trial boat for the Shamrock II., and sailed that yacht so well that to windward and return outside the Hook. it is generally conceded that the old boat made a better showing in her trials than the challenger. Last year he was skipper | course was 3 hours 1 minute 33.5 seconds. Tobin bronze, with a top streak of nickel of the new schooner Cicely, which was built for Cecil Quentin, and sailed against and this was won by the Livonia. The the Meteor and other crack schooners. The Cicely lost only one race during the season, and that was through an accident chosen as the skipper of the challenger, races. She beat the Livonia by 33 minutes has shown that he understands her thor- leeward and return and by 25 minutes 27 oughly and that she will be sailed at her seconds over the inside course. side about the way the yachts will be sailed, as each has the most expert skipper that

Oct. 18 the two yachts sailed twenty miles The race was a fast one and Columbia won by 10 minutes 33 seconds. Her time over the The third race was over the inside course, Columbia was disabled and was beaten by 15 minutes 10 seconds. The Sappho, owned by W. P. Douglas, was then substituted for the Columbia and she won the next two

The next challenge was from the Royal Halifax Yacht Club and Major C. Gifford brought the Countess of Dufferin. This could be procured and each has a crew that series was for two out of three races. The

Merchandise Must

We Give "S. & H." Green Trading Stamps. THEBIG.STORE Y ACTY IN ITSELF

Bright, fresh merchandise for the Fall Season is arriving from almost everywhere. The fashion centres of both continents have liberally contributed

Bargains in Leather Soods, Etc.

Already we are showing scores of new, pretty things that will be in vogue -especially in ready-to-wear apparel.

To-morrow we begin the eighth week of the great and successful Carnival of All Nations. SCANDINAVIAN WEEK-taking in

NORWAY, SWEDEN AND ICELAND. Appropriate decorations, new entertainment features and, most important of all, bargains in

Sherman's mystifying "PHANTASMA" continues to attract large and enthusiastic audiences to the Auditorium on the Fifth Floor, where five performances are given daily.

Women's Summer Suits and Dresses.

The Reduction Sale Continues To-morrow.

Beautifully fashioned Suits and Dresses, in Taffeta, Foulard, Linen, Japanese Silk and Point d'Esprit. The productions average about 1/2-in some instances even more

Carly Arrivals of New Fall Sarments Will Prove Interesting to You-Come and See Thom.

(Second Floor Front. 18th Street.

Rugs and Mattings.

AXMINSTER RUGS; an excellent high-piled fabric of superb quality; no carpet more perfectly woven or beautifully colored; regularly \$25.00; special Monday. 19.75 ALL-WOOL SMYRNA RUGS; best makes represented; perfectly woven in newest medallion and Oriental effects; two sizes,

JAPANESE MATTINGS.

A special lot of new Japanese MATTING just received. Owing to the large quantity we have purchased them at a very low price; high grade qualities; wou'd sell ordinarily for 30c. and 35c. per yard; special for Monday, per roll of 40 yards, \$6.75; yard,

25.50

SUIT CASES of plaid material, strongly made, inside straps, brass plated lock 1. 35 and catches, leather corners; 24 inch,

SPLIT BAMBOO BASKETS, telescope style, strong double straps and leather /. 50 handle; choice of 2 sizes, HAT BOXES, of linen; strongly made; yet very light; especially adapted for short tripe; lined with red sateen of good 2. 45 quality.

COWHIDE SUIT CASES, russet color, linen lined, inside shirt pocket, solid brass English lock and catches or straps, leather covered corners, strong leather 5.00 handle; choice of 22 or 24 inch.

3.00

Mid-Summer Furniture Sale Pleases All.

To-morrow we offer some remarkable values in Furniture for the Dining-Room. Ever since we inaugurated this event interest has been at a high Nearly all who came and saw, bought—and liberally, too. Of course, others are advertising Furniture at prices as low as we do. It is for that very reason that we call your attention to the fact that if their

prices are as low as ours there is something lacking elsewhere—either in the style, quality or workmanship. It stands to reason others cannot offer you such inducements as we do; they do not buy so largely, because they cannot afford to. We buy more Furniture, because we sell more, and we offer you the very best inducements in price, quality and all the essentials.

Turrillure, because we sen	more, and	We offer you the very be	st madeements	in price, quality and an in	c coscillato
		Monday We	Feature	Dining-Room 3	urnitu
Soldon Oak Furniture.		\$33.75 CHINA CLOSETS'	28.00		100.
	are.	\$37.50 CHINA CLOSETS,	32.25	\$210.00 SIDEBOARDS,	135.
Sideboards.		\$49.25 CHINA CLOSETS.	40.00	Extension Tab	
\$16.00 SIDEBOARDS,	12.75	The second secon		\$30.00 EXTENSION TABLE	
\$24.00 SIDEBOARDS.	18.25	Dining Chai		935.00 EXTENSION TABLE	
\$26.00 SIDEBOARDS.	20.00	\$4.00 DINING CHAIRS, leat			
\$35.00 SIDEBOARDS.	27.00	\$4.50 DINING CHAIR, can	seat, 3.25	\$40.00 EXTENSION TABLE	
		\$3.50 DINING CHAIRS, ca	ne seat, 2.25	\$45.00 EXTENSION TABLE	
\$40.00 SIDEBOARDS,	30.00	\$5.00 DINING CHAIRS, ca		\$65.00 EXTENSION TABLE	S. 50.
Extension Tables.		Co.so Divino Chains, ca	J. J.	\$86.00 EXTENSION TABLE	8. 66.
\$10.00 EXTENSION TABLES,	6.50	971 7		\$112.00 EXTENSION TABLE	
\$12.00 EXTENSION TABLES.	8.50	Mahogany Fur	niture.	THE OF EATER OF TRADE	S. 95.
\$20.00 EXTENSION TABLES.	13.50	China Closet	s.	Mission Furn	iture.
\$26.00 EXTENSION TABLES.	20.25	\$35.00 CHINA CLOSETS,	28.00	Weathered Oak Sid	
\$30.00 EXTENSION TABLES.	23.00	\$53.00 CHINA CLOSETS.	43.00	\$45.00 STDEBOARDS.	The second secon
The state of the s	20.00			danie der minourient,	35.0

\$75.00 CHINA CLOSETS. \$90.00 SIDEBOARDS, \$74.00 CHINA CLOSETS. 60.25 \$85.00 SIDEBOARDS. \$90.00 SIDEBOARDS. Sideboards. \$195.00 SIDEBOARDS 72.00 \$102.00 SIDEBOARDS. \$100.00 SIDEBOARDS.

60.00 80.00

Extension Tables. \$32.00 EXTENSION TABLES, \$40.00 EXTENSION TABLES, \$65.00 EXTENSION TABLES. \$62.00 EXTENSION TABLES, \$70.00 EXTENSION TABLES 54.75 China Closets. \$52.00 CHINA CLOSETS, 42.00 \$72.00 CHINA CLOSETS. 56.50 665.00 CHINA CLOSETS Dining Chairs. \$4.00 DINING CHAIRS, \$6.00 DINING CHAIRS, \$9.00 DINING CHAIRS, 38.00 DINING CHAIRS \$13.00 DINING CHAIRS. (Fifth Floor.)

In 1871 Mr. Asbury came back again, with ess and got a little time allowance. The

China Closets.

\$32.00 EXTENSION TABLES.

\$25.00 CHINA CLOSETS,

\$24.00 CHINA CLOSETS

\$34.75 CHINA CLOSETS

The Canadians made a second effort Yacht Club and Alexander Cuthbert's Atalanta was named as the challenger. The defender was John R. Busk's Mischief These two boats were sloop rigged. All previous races had been between schooners but since the Mischief's year single-masted vessels have sailed for the trophy. The first race was sailed on Nov. 9, over the inside course, and the Mischief won by 28 minutes 20 seconds. The outside race was sixteen miles to leeward and return from off Buoy 5 off Sandy Hook. The Mischief won by 38 minutes 54 seconds.

Up to this time no very special effor had been made to win the Cup by eitner side, but in 1885 a challenge was received by the New York Yacht Club from the Royal Yacht Squadron, naming Sir Richard Sutton's Genesta. The English cutters had gained a reputation for fast sailing They were narrow, deep-keeled boats and many thought that the cutter would capture the prize The Puritan was built for a syndicate and raced in the name of J. Malcolm Forbes. She was designed by Edward Burgess and in the trial race

defeated the Priscilla, built for W. P. Douglass from designs by A. Cary Smith, and the Bedouin, a cutter owned by Archibald Rogers. After several failures to make a race the Puritan won over the inside course, defeating the Genesta by 16 minutes 19 seconds. Then they tried to make a race outside the Hook, sailing twenty miles to windward and return. While manœuvto windward and return. While manœuvring for the start the Puritan fouled the Genesta and the latter lost her bowsprit. The Puritan was disqualified and sprit. The Puritan was unsquamers the Genesta told to sail over the course for the Cup. This Sir Richard Sutton declined to do, saying that he wanted a race, not a sail over, and the Genesta was towed back for repairs. When the two boats met over the outside course there was a strong wind and rough sea. The Puritan housed her topmast, but the cutter carried her topsail throughout the race. It was a run o twenty miles to the turning mark and the Genesia got there first. Coming home the Puritan took the lead and won an exciting race by 1 minute 38 seconds. Sir Richard Sutton challenged for the Cape May and Brenton's Reef cups and won them from the schooner Dauntiess, which was selected as the defender.

Lieut. Henn, with the cutter Galatea. representing the Royal Northern Yacht Club Scotland, was the challenger in 1886. This year another Burgess boat, the May flower, was built, and she had to meet the Atlantic, Puritan and Priscilla in the trials Allance, Puritan and Frischia in the friais. She won those races easily and defended the Cip. Over the inside course she beat the Galatea by 12 minutes 2 seconds, and over a course twenty miles to leeward and return fron Sandy Hook lightship she won by 29 minutes 9 seconds.

A syndicate of yachtsmen belonging to be Royal Clyde Yacht Club next built the the Royal Clyde Yacht Club next built the Thistle'rom George L. Watson's designs and challenged for a race in 1887. The Volunteer was built to defend the Cip for Gen. Charles J. Paine from Burgess's designs, and she had no difficulty in keeping the trophy here. Over the inside course she beat the Thistle by 19 minutes 23 seconds, and over the twenty miles to windward and return from Scotland l'ghtship she won by 11 minutes 48 seconds.

by 11 minutes 48 seconds.

The next challenge came from the Royal Yacht Squadron. Lord Dunraven's Valkyrie II. was named as the challenger. This boat was designed by Watson. On this side four yachts were built to defend the Cip. One syndicate, headed by C.

Madeleine, owned by J. S. Dickerson, was selected to defend the Cup and the first race was sailed over the inside course on Aug. 11 1876. The Madeleine won by 10 minutes 59 seconds. She was smaller than the Counters and got a little time allowance. The built from bill and Gen. Paine had the Jubilee built from built from big own designs. The Colonia beating home it was nip and tuck between the two boats. The Shamrock ran to the turning mark first and beating home it was nip and tuck between the two boats. The Shamrock ran to the turning mark first and beating home it was nip and tuck between the windward and leeward races, but in the windward and leeward races they the line first, but she had to allow 43 seconds to the Columbia, and she was beaten by 41 seconds.

The Colonia beating home it was nip and tuck between the windward and leeward races over the triangular courses they expect that she will show at her best in the windward and leeward races over the triangular courses they expect that the Reliance will win.

The time allowance will cut quite a figure in the coming contests. The two yachts built from his own designs. The Colonia was a keel boat, the first built by Herreshoff. She was built of steel. The Pligrim was a steel fin-keel boat and the Jubilee was a fin keel fitted with two centreboards. battles between these four were very and interesting and the Vigilant was finally selected to defend the Cip. In arranging the details of the races with Lord Dunraven it was agreed that all races should be sailed outside Sandy Hook, as the races sailed over the inside course of the club placed the visiting yacht at a disadvantage. Five he courses were cut down to thirty miles in length. A time limit was also p on each race. The first race was fi niles to windward and return from Scotland lightship. The Valkyrie received 1 minute 48 seconds time allowance and the Vigiant won the race by 5 minutes 48 second

Her time was 4 hours 5 minutes 47 se The second race was over a triangular course, ten miles to a leg. This was won by the Vigilant by 10 minutes 35 seconds. The bird race was fifteen miles to windward and return and sailed in a strong breeze. The Valkyrie led at the windward mark, but running home she lost her spinnaker. Then another one was set and that was blown away. The Vigilant overtook the Valkyrie and won the race by 40 seconds. This race was one of the most exciting in the history of the Cip, and the Vigilant's time was 3 hours 24 minutes 39 seconds, which the fastest race over a windward and lee-

ward course sailed for the Cip. Lord Dunraven went home and built another yacht, the Valkyrie III., and came back again in 1895. The Defender was built that year as the defender and she was managed by C. Oliver Iselin. She was built of bronze and had aluminum toosides. She defeated the Vigilant and Jubilee in the races that year. The first race with the Valkyrie the Defender won by 8 minutes 49 seconds. This was over a course fifteen miles to windward and return and was sailed in a light fluky wind. The second race over the triangular course the Valkyrie fouled the Defender before the start and sprung her topmast. The Valkyrie finished in the lead by 1 minute 16 seconds, but she was disqualified. The third race the De fender sailed over the course alone, the Valkyrie withdrawing after crossing the line. Lord Dunraven went home and Valkyrie withdrawing after crossing the line. Lord Dunraven went home and accused Mr. Iselin of cheating by adding ballast after being measured. The New York Yacht Club investigated the charges and, deciding that they were absolutel false, expelled Lord Dunrayen from honor ary membership in the club.

In 1899 Sir Thomas Lipton made his first effort to "lift" the trophy. He brought over the Shamrock I., a Fife-designed boat, and the Columbia, built by Herreshoff, and managed by C. Oliver Iselin, was selected to defend the trophy. The first race, sailed in a light wind, was won by the Columbia by 10 minutes 8 seconds over a course fifteen miles to windward and return. In the second race over a triangular course the Shamrock lost her topmast and course the Shamrock lost her topmast and the Columbia finished alone. In the third race, fifteen miles to leeward and return the wind was too strong for club topsails weather mark, and coming home she drew away from the Shamrock and won by were so nearly of the same size that in the first two races the Columbia had to allow 6 seconds to the Shamrock. Before the last race the Shamrock took on some extra ballast, and she then had to allow 16 seconds to the Columbia. Sir Thomas Lipton came back again in

1901 with Shamrock II., a Watson-designed boat. The Constitution was built as a defender, but in the trials she was beaten by the Columbia, and the Columbia was again selected to defend the Cup. In the first race the Columbia won by 1 minute 20 seconds. The Shamrock led to the windward mark, but lost running home, very largely through bad management. The largely through bad management. The second race was sailed in a fresh wind this side four yachts were built to defend the Cip. One syndicate, headed by C. Oliver Iselin, commissioned Herreshoff to over a triangular course and the Columbia think that in the coming races the Shamrock's best chance will be in light winds. especially if there is a troubled sea, and

Shamrock ran to the turning mark first and beating home it was nip and tuck between the two boats. The Shamrock II. crossed the line first, but she had to allow 43 seconds the Columbia, and she was beaten by 41.

The time allowance will cut quite a figure in the coming contests. The two yachts

the relative speeds of the two boats. The Shamrock I was brought here to help tune the Shamrock III. up and she has been table of the New York Vacht Club has put his tape over the two boats.

The Shamrock I in 1890 in her recess with the received the two boats. raced in her trials for all she is worth.

The Shamrock I. in 1899 in her races with

he Columbia was beaten an average of 16.7 seconds a mile. Since those races there is no doubt in the minds of many vachtsmen that the first challenger has been very much improved and that she is much faster now than she was four years ago. In 1901 she was used as a trial boat against the Shamrock II and she best that boat whenever the wind was fair and true. Shamrock II. sailed a very close series of races with the Columbia and was beaten only by 3.7 seconds a mile. In order to compare the relative speed of the two yachts it is fair to assume that the Sham-rock I. is still in the same form that she was when beaten by the Columbia and then figure out how much better the Reliance is than the Columbia.

Of the many races sailed by the 90-footers this year only eight may be con-sidered as fair tests. In the others the winds were light and paltry and some of them were sailed on the Sound, where the water is as still as a mill pond and where the element of luck figured largely in the Reliance's success. Of these eight races one was sailed off Sandy Hook, one on the Sound in a light wind in the regatta of the Seawanhaka Corinthian Yacht Club, and the others were off Newport. The three boats sailed 198½ miles together in these contests and the times of each boat were: Reliance, 21 hours 49 minutes 48 seconds; Constitution, 22 hours 28 minutes 47 seconds; Columbia 22 hours 27 minutes 48 seconds. Columbia, 22 hours 37 minutes 42 seconds The average time per mile for each yacht in these races was: Reliance, 6 minutes 46 seconds; Constitution, 6 minutes 58 seconds; Columbia, 7 minutes 1 second. This shows that in fair weather and true winds the Reliance is 12 seconds a mile faster than the Constitution and 15 seconds a mile faster than the Columbia. The Columbia was 16.7 seconds faster than the Shamrock I., so that the Reliance is 31.7 seconds faster than the Shamrock II. The Shamrock III. in all her races has above that the in the seconds a wile faster than the Shamrock III.

shown that she is 44 seconds a mile faster than the Shamrock I., but this takes into consideration every race in which the two yachts have met and does not allow for flukes. Since the Shamrock III. started on her trials, taking the races sailed on the other side of the Atlantic and on this side, she has shown in races that have been sailed in true winds that she is 10 minutes sailed in true winds that she is 10 minutes 22 seconds faster over a thirty-mile course than the Shamrook I. The yacht has been improving from the time she has been launched, and it is hardly fair in figuring on her speed to take into consideration races that have been simply experiments and where she has met the older boat at a disadvantage. Since the last time she was disadvantage. Since the last time she was put in the dry dock she sailed five races with the older boat, and in these races here was a steady wind each day excep one, and on that day the old boat was favored considerably. In those five races the Shamrock III. beat the Shamrock I. average of 35 seconds a mile, so that the Shamrock I. is sailing faster than she was in 1899 the Shamrock III. is much faster than many think her to be.

The Shamrock III.'s best point of sail-

ing is turning to windward in a breeze of from eight to twelve miles' strength. She is also very fast running before the wind, but with the wind abeam she is not much better than the older boat. The Reliance is at her best in a wind of ten miles strength or better, and her strongest point of sailing is reaching. In a smooth sea she can beat the Columbia about 15 seconds a mile on the wind, and in a rough sea she is not much better than the older boat, but off the wind or with the wind abeam she can sail away from the Columbia with ease. Experts think that in the coming races the Shamrock's best chance will be in light winds.

seconds.

These races were most exciting, and Sir Thomas Lipton was encouraged enough to announce that he would try again. The Shamrock III. is now here ready to meet the Reliance and the records of these two boats in their trials gives somewhat of a line on the relative greatly of the two boats. The secret that no one will know the exact the relative greatly of the two boats. The secret that no one will know the exact the relative greatly of the two boats.

the morning and in the afternoon wi each have a short spin off the Hook find out if everything is all right and then start the contests on Thursday ing. The races promise to be interesting in the history of the history of the famou trophy, and each side is confident of success, but each side admits that the race cess, but each sid will be very close.

by the Reliance, Constitution and Columbia in the races they have sailed

Wind. Dis.
May 24 Light, fluky. 25
26 Moderate. 30
28 Moderate. 25
30 Fluky. calms. 25
June 11 Light. 30
19 Light to fromb. 20 Light . 29 Fresh . Moderate...
1 Fresh...
2 Strong...
17 Light, fluky
18 Light, fluky 18 Light, Hua, 20 Light 22 Moderate 23 Fresh, mod 25 Moderate 27 Moderate

MOUSE FOR A BIG TROUT. Bait Which Caught a Big Fellow That Refused Ordinary Lures.

KINEO, Me., Aug. 15 .- "If you know where there's a big trout and you want him," said a wilderness fisherman to THE Sun correspondent, "just get a young field nouse, hook it lightly and let it swim naturally over the big fellow's retreat.

"I have just returned from a three weeks trip in the Fish Pond region at Jackman and I know that this will work. There was a big trout lying beside some lily pada at a point where a cold brook flowed into Little Fish Pond that made me envious

"I tried every fly in the book and I fished at early morning, noon and night, but never with a response to my flies. Often the big fish would come clear out of the water and gather in a June fly or a miller, but a copy of that same fly with a hook attached had no attraction for him. "I even resorted to the 'barnyard hackle.'
the angle worm and live insects, and I put

the angle worm and live linears, and riporthem right under his nose, but they were regarded with lofty disdain.

"A day or two before I left we happened to unearth a field mouse's nest and there were several tiny youngsters there. They were smart enough to scamper at a lively pace, but not to escape, and we gathered four of them up, more out of curiosity than

anything else.
"While looking them over it occurred to me that they would make a tempting morsel, scurrying across the water, and so tha evening at sunset I went out to the big trout's retreat, hooked one of the little mice lightly through the back and let him down gently on the water at a point so that he would swim directly over the spot at which the big trout repeatedly rose. The mouse swam like a duck, but he didn't swim far before the big trout came clear. out of the water and rank with the bai

in his mouth.
"When we landed him I found the hook deep down in his throat and I am confi-dent that he just couldn't wait to get that dainty morsel in contact with his digestive organs. The fish tipped the scales at 513 pounds, and in spite of the fact that I am a fly fisherman, I'm rather proud of having outwitted that crafty old fellow.